



MDT- Department of Transportation

Aeronautics Division

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Schafer Meadows Annual Work Session

Mother Nature was kind to the many volunteers who arrived at the annual Schafer Meadows Work Session July 17-19. The unusual warm weather and lack of mosquitos was a welcome addition to the group that gathered to perform annual maintenance at the Schafer Meadows airstrip located in the Great Bear Wilderness.

More than 25 aircraft transported in close to 60 volunteers for the weekend. The Montana Aeronautics Division coordinates with the U.S. Forest Service, the Montana Pilots Association, and the Montana Flying Farmers to organize the annual volunteer work session. The Schafer airstrip is maintained through a cooperative effort between the U.S. Forest Service and the Aeronautics Division.

This year folks were treated to Saturday evening entertainment provided by the Parlor Pickers, a Helena based bluegrass

group. Helena pilot Jim Gunderson made arrangements to get the musicians and their equipment into Schafer.

Loren Smith and Jane Mart of Great Falls treated the volunteers to grilled marinated chicken and porkchops, fried potatoes, corn-on-the-cob, frenchbread, topped off with strawberry shortcake.

A great deal of work was accomplished thanks to the many volunteers and supporters who return year after year to assist the Montana Aeronautics Division and others in their efforts to maintain this backcountry airstrip treasure.



The handicap accessible outhouse that was built in 1994 receives a skylight adding to the facility. Below, Rhonda Remus, Station Manager for Big Sky Airlines at Glasgow gets in on the pole skinning action.



Administrator's Column

User Fees Get Ax: The general aviation industry and states were relieved to learn that the House Transportation and Infrastructure Committee rejected the Administration's "user fee" proposal in their passage of the FAA reauthorization bill (H.R. 4057). The bill will require that the Department of Transportation's Inspector General conduct an independent assessment of the accuracy of FAA's cost data, that until this is completed, "FAA shall not implement a user fee structure." The Committee also rejected the Administration's proposal to split the FAA in two by creating a new Performance Based Organization (PBO) to operate the air traffic control. The Committee felt that the aviation excise tax on fuel and airline passenger tickets is the fairest and most efficient way to fund the FAA. These taxes will generate about \$9.3 billion surplus in the aviation users trust fund by the end of September and House leaders are promising that more of this surplus will be spent on aviation in 1999. The Committee also included a provision in the bill that will make it more difficult to close general aviation airports or to sell airport land.

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Loran C To Stay: The U.S. Coast Guard (U.S.C.G.) and the Federal Aviation Administration (FAA) have decided not to kill the Loran C program in year 2000 but to continue and upgrade it while the satellite-based GPS augmentation is being put into operation. The Coast Guard believes that the Loran C navigation system should remain operational at least through year 2008 in order to recapitalize the expenditure of about \$109 million plus about another \$28 million per year for operational costs. The FAA is not quite as supportive as they feel they do not want to be locked into a continued funding obligation unless and until it can determine there is an aviation requirement. FAA says it should be guided by user demand instead of political demands in making future funding commitments. The U.S.C.G. said it will help cover capital costs and maintenance indefinitely, that the GPS Selective Availability (SA) will be turned off by year 2006 and then maritime GPS users will get for the first time "repeatable" accuracy equal to or better than Loran C.

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Schafer Meadows: I would like to take this opportunity to personally thank all of those who took the time to fly in to Schafer Meadows and participate in the annual work session. It was gratifying to see the large turnout and although it did get a bit warm (hot) everyone really gave it that extra effort to get an early start on Saturday morning so as to have all of the assigned tasks completed by early afternoon and avoid working at the peak of the mid afternoon heat. A great deal of work was done as is shown in some of the photos

in this publication. I'd also like to thank Carol Eckert, Spotted Bear District Ranger; Al Koss, Wilderness Ranger Supervisor; Alice Hutchison, Wilderness Education Specialist; and all of the U.S. Forest Service folks who supported this effort not only with their hard work but their support of this annual effort as well. Jim Gunderson deserves a big thank you for arranging to have special evening campfire musical entertainment for everyone's enjoyment and a thank you to our long standing musical entertainers Larry and LaDonnie Larson as well. A special thank you to Loren Smith and Jane Mart for providing the wonderful Saturday night dinner and to Kathy Sparr of Senator Burns office and Shane Hedges of Congressman Hill's office who helped Loren and Jane with the dinner. Again - **A BIG THANK YOU TO ALL !**

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Printer Exemption For MT Fuel Trucks:

I wrote an article in the May Montana and the Sky newsletter regarding a new rule set by the National Institute of Standards and Technology (NIST) which would require that all vehicle mounted metering systems be equipped with a ticket printer for all sales. This rule will become effective January 1, 1999. The National Air Transportation Association (NATA) has petitioned the National Conference on Weights and Measures for an exemption for aviation stating that 8 to 10 thousand trucks at 6,000 locations would be effected by this new rule and the cost burden is unwarranted, that fraud is almost "non-existent in the industry". It is up to the individual states to develop state rules and the Montana Department of Commerce (DOC), Weights and Measures Bureau is the responsible agency for Montana. Upon request by the Montana Petroleum Marketers Association and other industry representatives, including aviation, the DOC held a meeting to gain input on the issue before drafting an administrative rule. Throughout the meeting process it was learned that although the majority of the customers preferred some type of a receipt for the total gallons dispensed, they did not feel that an automatic ticket printer was necessary, that a printed or hand written receipt denoting the date, type of fuel and total gallons dispensed is all that is necessary. Based upon the information received DOC Weights and Measures Bureau Chief Jack Kane has notified the interested parties that an administrative rule will be drafted which will EXEMPT all Montana vehicle mounted metering systems from the NIST requirement. After the draft rule is printed there will be a comment period prior to a final rule being adopted. It is possible that a hearing could be conducted to allow interested persons to voice their opinions. If anyone is interested in receiving a copy of the draft rule you can contact our office. This is great news for the Montana FBO's who would have been faced with expensive modifications to their aviation fuel trucks. Our hats are off to Jack Kane for conducting a special meeting to solicit input before implementing a NIST rule.



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Angel Flight – Flights of Hope

For more than a decade, Angel Flight has provided something unique – not just free transportation by air, but transportation that cares. The free flights we arrange are made possible by the care, concern, generosity and compassion of volunteer private pilots who donate their aircraft, their skills, and their commitment to community service. There is no charge, of any kind, to anyone using Angel Flight.

Angel Flight's mission is to provide free air transportation via private aircraft where there is compelling human need.

For most of our passengers, that need is medical. In many cases Angel Flight provides what would otherwise be a missing link between a treatment opportunity and a patient without the funds to take public transportation or without the stamina for a long trip by car.

Angel Flight arranges flights for patients who are medically stable, ambulatory, able to board a small private aircraft and sit upright for the duration of the flight, and not medically restricted from flight at moderate altitudes in an unpressurized plane. We are not an emergency or "on demand" service. Flights may be possible for some transplant patients, providing that the patient is pre-registered with Angel Flight. We generally require at least five working days notice to arrange a flight, and ask that the initial flight request come from a social workers, discharge planner, or physician's office.

The aircraft flown by Angel Flight pilots are not appropriate for patients needing air ambulance services, a stretcher, or other kinds of medical support. We do arrange transportation for a companion, and at the pilot's discretion a patient may be permitted to bring certain portable equipment such as an oxygen bottle or wheelchair.

Angel Flight missions are generally practical within about a 500 mile range from the starting point. While we can occasionally arrange transportation over a greater distance, the time and effort involved in such travel often exceeds the capacity of people whose health is compromised.

Through our partnership with health care workers in hospitals throughout the West, Angel Flight has seen that thousands of people gained access to health care – health care that has improved and in some cases saved lives.

Angel Flight is always looking for the following types of volunteers: pilot members (airplane owners and renter pilots alike) who can fly missions; non-current pilots, who can fly on missions as co-pilots; non-pilot members, who fly as co-pilots and help with other Angel Flight work; companies that can provide financial sponsorship of office and other support services.

Interested parties can contact Angel Flight at (310)390-2958 in Santa Monica, CA or (206)525-0338 in Seattle, WA or visit Angel Flight's website at <http://www.angelflight.org>.

WHEN BEACONS WERE BEACONS:

By: Pat Terry

Great Falls Flight Service Station

The August AOPA Pilot has a nice story about the beacons, or powerful lights on the ground that guided pilots flying at night in the early days. As the author, Barry Schiff, a commercial transport pilot, writes "The first experiment designed to test the feasibility of night cross-country flying began on February 22, 1921. This is when two airplanes loaded with mail departed New York for San Francisco and another two headed in the opposite direction along the same route. There were no radio aids to navigation in those days, and volunteers who lit bonfires along segments of the transcontinental route provided nighttime guidance to these VFR-only pilots." Schiff writes that it was difficult to assess the success or failure of that experiment: "Only one airplane reached its destination. The rest of the mail completed its journey aboard trains." Nevertheless, "Congress was ultimately convinced to fund a number of rotating beacons to be placed along the federal airways. These were similar to those currently in use at airport equipped with runway lighting. The first beacon was installed at Moline, Illinois, in 1926. The number of airway beacons grew steadily until the system reached its heyday in the 1950's. This is when there were more

than 2,500 beacons "illuminating" more than 30,000 miles of federal airways." Seventeen of the beacons are still in use, owned and operated by the State of Montana.

It would be interesting to check the FAA history for that period to find out what kind of user reaction there was to this early "modernization of the NAS." Without checking the FAA history, I guarantee you there were those who preferred bonfires and resisted going to the lighted, rotating beacons. Incidentally, in case you don't know this, there is a published five-volume FAA history, covering the period from 1926 to 1977. Unfortunately, the history program has fallen on hard times the last several years due to lack of support, budgetary and otherwise. Ned Preston, author of the last five volumes published in 1987, covering the Nixon-Ford years, 1973-1977, is still the agency historian, but he works alone, without staff, and therefore there are no plans to pick up the FAA story from 1977 onward. The histories are very good and very readable, and it's a shame we can't continue them. We won't have a record of that very important time in the FAA's history.

Calendar

September 4-7 - 5th Annual Silver City Fly-in, Silver City Airport.

September 5 - 7 - Annual Labor Day Family Fly-in, West Yellowstone

September 11 - 13 - Laurel Fly-in and Swap Meet.

September 18 - 20 - Mountain Search Pilot Clinic, Kalipsell.

September 19 - Aerotronics Annual Open House, Billings.

February 5 - 6, 1999 - Flight Instructor Refresher Clinic, Helena.

February 25 - 27, 1999 - Montana Aviation Conference, Copper King Inn, Butte.

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NATA SPEAKS OUT ON FAA TICKET PRO- GRAM

In a letter to Federal Aviation Administration (FAA) Associate Administrator Guy Gardner, the National Air Transportation Association (NATA) once again outlined its strong opposition to a proposed FAA ticket program.

In recent movements the FAA indefinitely delayed the implementation of a new Agency program that allows certificate holders to be "ticketed" by the FAA, but did not withdraw the Handbook Bulletin as advocated by Association and others in the aviation industry.

The program detailed in FAA handbook bulletin 2150.3A "Compliance and Enforcement Program" would allow inspectors and security agents to issue the tickets in circumstances where the official deems administrative action is appropriate. After meeting with heavy opposition to the program, the Agency agreed that before implementation, concerns of the industry should be heard.

In the letter to the FAA, NATA Vice President Andrew Cebula articulated the concerns of aviation business. Cebula stated, "This (proposed) program will infringe on the rights of certificate holders and businesses conducting aircraft handling and refueling operations. Once a ticket is issued, there is no appeal process available, and if a certificate holder disagrees with the alleged violation they could be severely penalized with the suspension or revocation of their certificate."

Cebula concluded, "The membership of NATA believes that this program will be a detriment to the relationships between aviation businesses and the FAA. It can only serve to create mistrust and apprehension that will undermine the cooperative relationships this Administration has promoted as a cornerstone to improving aviation safety."

Schafer Meadows Annual Work Session



Kathy Sparr of Senator Conrad Burns Billings office (left) and Shane Hedges of Representative Rick Hills Helena office (right) assisted Loren Smith and Jane Mart with the cooking duties Saturday evening. Montana is very fortunate to have the involvement of its congressional delegation and thanks them for their support.



U.S. Forest Service horses and mules were saddled with special bags that were filled with gravel and transported to trails in the pilot's campground. Use of the animals was a huge help to the trail maintenance crew—sure beats hauling that gravel yourself by wheelbarrow!



A group of hearty volunteers participated in skinning log poles to be used for fencing. Each year a section of fence is replaced which helps in keeping game off the runway. This year volunteers spotted a moose with her calf and a variety of deer.



At left Carol Eckert, Spotted Bear District Ranger thanks volunteers for their assistance and highlights the work accomplished. At right, Alice Hutchison, Wilderness Education Specialist, presented a very interesting program on the geology and rock formation in the Great Bear Wilderness Area and Glacier National Park. Alice also conducted an informative discussion on grizzly bears—keeping the attention of campers hoping to sleep well!



YELLOWSTONE AIRPORT LABOR DAY FAMILY FLY-IN

SCHEDULE OF EVENTS SEPTEMBER 5TH - 7TH

SATURDAY

Fly in, set-up camp and relax. Regular menu at Doris' Cantina for breakfast and lunch.

1:30 PM

"Salt Lake Center and You"

Answers to your Questions about
VFR and IFR ATC Services-
Provided by SLC ARTCC/Troy Decker.

2:00 PM

Density Altitude Ground School

Bring P.O. H. (Pilot's Operator's handbook)
Instructor: Jeanne Lesnik, MT Aeronautics,
Safety & Education Bureau.
FAA Wings Program- Gary Pollak FAA Aviation
Safety Inspector.

3:30 PM

Density Altitude Fly-off - Using the Theodolite

Theodolite experts: Mike Ferguson, Will Mavis,
Harold Hamm
If we don't get all the flying finished Saturday
afternoon, we will arrange to finish up Sunday
morning

6:00 PM

Saturday evening a special BBQ Rib Dinner will be
available at Doris' Cantina. Also serving wine and
beer.

MOTELS AT WEST YELLOWSTONE

- ➔ Branding Iron Motel & RV Park - 406-646-9411
- ➔ Madison Hotel - 406-646-7745
- ➔ Stage Coach Inn - 406-646-7381
- ➔ Yellowstone Conference Hall - 406-646-7365
- ➔ Big Western Pine Motel - 406-646-7622
- ➔ The Ranch Motel - 406-646-7388
- ➔ For other motel accommodations, call 406-646-9488

SUNDAY

Regular menu for breakfast, lunch and dinner
at Doris' Cantina.

10:00 AM

A van will be available to go to the new Imax
Theater and Grizzly Bear Discovery Center
in West Yellowstone.

MONDAY

On your own for relaxation and fun. Doris'
Cantina will be serving from the regular menu
for breakfast, lunch and dinner. Tour USFS
Smoke-Jumper Base at Yellowstone Airport,
subject to fire fighting activity.



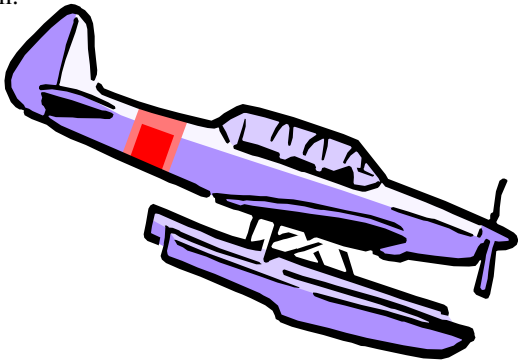
AIRPORT FACILITIES

- ➔ Free pilot campground, featuring running water, fire places, picnic tables and a hot shower facility 
- ➔ Yellowstone Aviation - 406-646-7359, services and fuel available
- ➔ Skywest Airlines - 406-646-7351, service to Salt Lake City
- ➔ Car Rentals - Avis - 406-646-7635
Budget - 406-646-7735
- ➔ Transportation available to motels
- ➔ Doris's Cantina and Lounge - 406-646-9533
- ➔ Jeff Heaney, Airport Manager, Yellowstone Airport - 406-646-7631
- ➔ Aeronautics Division, Helena - 406-444-2506

Annual Stillwater Splash In

Bill and Connie Montgomery host this annual fly-in and invite pilots to fly-in, drive in or hike in. Apparently pilots got the word as this year's splash in was attended by a pilot from Germany that planned his vacation around the event. Other planes and pilots that attended came from Nevada, Idaho, Washington, Oregon and, of course, Montana. There were Beavers, a Goose, a Widgeon and Cessna's in fact a very rare Cessna 195 on floats found it's way to the Splash in.

And fun was had by all...a pig and corn roast barbecue, cool t-shirts, entertainment with folk music provided and camping on the lake, who could ask for more? On Sunday after a huge pancake breakfast a group headed out to splash in and picnic at Hungry Horse Reservoir. Remember folks this is an annual event so plan now to attend next year's Stillwater Splash In.



AVIATION EDUCATION



Rocky Mountain College's Aerospace/Aviation Camp was held June 8-12 in Billings. Students are getting ready to fly the kites and hot air balloons they made.

IS ANYBODY MISSING?

The last Montana airplane accident is an example of how important filing a flight plan really is.

A Cessna 177 left Santa Rosa, California from Sonoma County Airport on August 2, 1998 at approximately 1800 PDT enroute for Oshkosh, Wisconsin. When the pilot missed a scheduled medical appointment and then a family birthday party in Santa Rosa, the family became concerned. It was eight days later on August 10, 1998 that search and rescue organizations were notified, since there was no flight plan, following the flight was extremely time consuming. When a fuel stop in Wells, Nevada was confirmed, Salt Lake Center Air Route Traffic Control Center (SLC ARTCC) used radar information to run a National Track Analysis Program (NTAP) and plotted the aircraft 72 miles SW of Billings on August 3. SLC ARTCC came up with a last known target hit from a 1200 squawk transponder at 11,600 on August 3 at 0202 MDT the latitude and longitude put the aircraft in Montana. At 1500 MDT on August 12 (10 days after the aircraft departed Sonoma County) Montana became involved in the multi state SAR. The agencies involved with the Montana SAR include the Montana Aeronautics Division, Carbon County Sheriff Department, Carbon County SAR, the US Forest Service, CAP, the FAA and NTSB.

Denny and Joe Lynch volunteer search pilot and observers for Montana Aeronautics from Billings spotted the aircraft wreckage on August 12 at 2000 MDT. The wreckage was located on Hellroaring Plateau at 11,900 about 300 feet from the summit of Mount Rearguard.

Northwest Family Fly-in

By: Amity Moore

To local organizers the 12th Annual Northwest Family Fly-In held at Kalispell City Airport July 17-19 meant more than just another aviation event.

It meant an opportunity to show the local community how an active private city-owned airport can boost a city's, in this case Kalispell's, economy, by effusing about \$250 per weekend per plane into it. With an average of 250 airplanes, \$62,500 was spent during the two-day period. Imagine the financial rewards if the anticipated 400 aircraft had landed unloading \$250 a piece with local merchants!

The conference also provided an opportunity to draw city residents to the airstrip, thereby exposing them to the intoxicating thrill of flying, the glory of legendary WWII aircraft and other antique models, in addition to lively inspiring talks given by astronaut David Brown and Russian defector Victor Belenko.

Although the conference focused primarily in aviation safety with such seminars as "How to Crash an Airplane (and Survive)," "Inflight Emergencies," "Mountain Flying," and "Operations at Nontowered Airport," the Kalispell City fly-in committee wanted the general public to benefit from safety talks as well. Therefore, to reinforce that aspect of the conference among pilots and nonpilots alike, organizers solicited local businesses for \$1500 to bring in Kevin Wagner, an airforce survival instructor who teaches general survival techniques. Wagner goes beyond how to survive an airplane crash, appealing to the masses with tips on surviving when your car breaks down in winter.

"What we wanted to do with this fly-in was get this airport on the map, so we did some things that were geared toward drawing people from downtown to come out and see what's going on," said Gib Bissell, chairman of the airport advisory board.

Bissell's efforts, along with those of the fly-in committee, the airport advisory board and the Flathead Chapter of the Montana Pilots Association, push for Kalispell citizens' support, because if they can increase awareness and affinity among the community and its political voices for the airport, it stands a better chance of avoiding closure—a threat that has been posed for years, according to long-time Flathead Valley residents.

In addition, with strong community backing the airport could become part of the FAA's National Plan for Integrated Airport Systems (NPIAS), which would qualify it to receive federal funding.

If rated a B1 or B2 airport, then Kalispell City would receive federal monies with which to launch a safe approach system, pave taxiways, install lighting systems and fence the airport property, explained Bill Hewson, owner of Diamond Air.

"We'd like to see City airport improved for safety purposes, so that more general aviation aircraft would come here," he added.

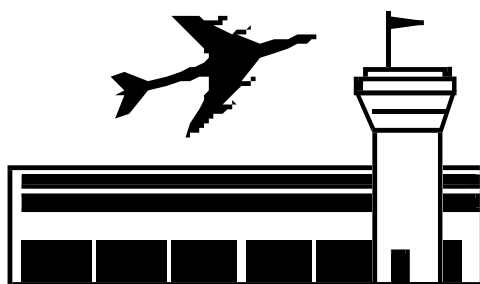
As a result of the summer season and the fly-in, airport traffic was on the rise, so a portable control tower was erected at one end of the runway a unique precaution, according to Helena-based FAA air traffic controller Randy Kienitz. "There are many other fly-ins across the country that don't utilize the control rooms. From the reactions we've had from the pilots, everything's been extremely positive," he said.

"We're at 372 operations today [Saturday]. That's quite a bit for an airport of this size. That's more than we work in Helena," Kenitz added.

The airstrip's increasing popularity among private pilots and seasonal residents is partly due to its convenience. Kalispell City's close proximity to tourist attractions, restaurants and hotels contributes to the FAA's decision to hold its Northwest region aviation safety conference here, Bissell said. It was held here in 1992 and 1993. The FAA typically hosts the event in the same location for two consecutive years, but "this marks the first time they've ever come back to the same place.

"The reason they came back here is that this is the best set-up they've ever had by having an airport where you can land and walk to six hotels and eight restaurants," he noted.

Such positive comments from the FAA coupled with the tireless efforts made by airport advocates who parade the strengths of Kalispell City Airport to nearby citizens may prove an unbeatable formula, but for now the horizon around the airports is a little hazy.



Montana Student Wins INAC Scholarship



Scott Snider of Turner was selected as a 1998 recipient of a \$1,000 International Northwest Aviation Council (INAC) scholarship. Four students, two Canadian and two United States, are chosen each year for this award.

INAC was founded in 1936 and is North America's Premiere Aviation Council. INAC offers a forum for all Provincial, State and Federal Aviation organizations and governments to present a united front on issues affecting YOU in Aviation in the Great Northwest.

Scott graduated from Turner High School in June of this year and will attend the Helena College of Technology this fall enrolling in the airframe and powerplant course. Scott is a new private pilot having earned his license on July 11—he is also a very proud and young aircraft owner. Scott was also the 1998 recipient of the Jeff Morrison Aviation Appreciation Scholarship that was awarded at the Montana Aviation Conference..

Below are some excerpts from a letter received from Scott....

This scholarship will be a tremendous help with my flying. I wouldn't have made it this far without the help of my family and friends. And of course my flight instructor Pat Doyle. Pat has helped me out so much. I will never in my life be able to repay him. Not only for his flight instruction, but for every little thing he has done from helping me find an airplane, to letting me keep it in his hanger. I only wish I could thank him enough!

...My flying has picked up. I'm trying to finish my private by the 11th of July. I took my entire savings account and a loan from the bank and bought a C-150. I love this airplane to death. It's a little small and a little slow but I love it because it is mine. A lot of sleepless nights went into wondering how I could afford to buy this airplane and still attend Helena Tech this fall. That's why this scholarship will help me out so much.

...If you happen to see Jeff Morrison, could you please thank him for me again...

Congratulations Scott! We wish you well in your future aviation endeavors!



The Montana airplane observer program and ELT training was presented by Jeanne Lesnik to Garfield Search and Rescue volunteers in Jordan.



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